



115 Years Retirement for Five Employees Announced

Five employees, whose total service exceeds 115 years, leave their jobs this month. They include, in order of service, E. M. Wade, assistant division superintendent, Process-Utilities; James Armstrong, utilities foreman, Process-Utilities; Hermanus Huising, assistant shift foreman, Process; F. P. E. Mimie, pipefitter, Mechanical-Pipe, and W. W. Hensley, zone foreman, Mechanical-Machinist.

Mr. Wade was first employed by the Mexican Petroleum Corporation in January, 1925, and came to Lago in December, 1928 as machinist in Process-Utilities. In February, 1929, he was made powerhouse operator,

the Pan-American Petroleum and Transport Company, and the Standard Shipping Company. At Lago he worked as operator in Process-Utilities until October, 1941 when he was made shift foreman. He became assistant general foreman in August, 1943 and Utilities foreman in September, 1948. His total service is 26 years, 9 months.

Mr. Huising, who will retire with just short of 24 years of service, was first employed in September, 1933 as operator fourth class. By July, 1937 he was made assistant operator, and operator in January, 1944. Mr. Huising became relief foreman in November, 1955 and assistant shift foreman in May of this year.

Mr. Mimie's Lago career of over 16 years has been spent entirely in Mechanical-Pipe, save for a brief period in Colony Maintenance. He began work in March, 1938 as pipefitter helper B, and rose through the various levels. He was made pipefitter A in November, 1947. Mr. Mimie is a native of Surinam and will live there in his retirement.

Mr. Hensley started his Lago career in Process-Utilities in December, 1942 as operator, later becoming sub-foreman. Moving to Mechanical-Foundry in August, 1943, he became trades foreman, and in April, 1946, transferred to Mechanical-Machinist as zone foreman. He has just over 15 years of service.

Mr. Mimie's effective date of retirement was Sept. 1; that of Messrs. Armstrong and Huising is Nov. 1, and of Mr. Wade and Mr. Hensley, Jan. 1, 1958.



H. Huising

E. M. Wade

J. A. Armstrong

W. Hensley

and worked later as assistant general foreman. He was made Utilities foreman in September, 1948, and promoted to assistant division superintendent in December, 1953. He has nearly 33 years of service.

Before coming to Lago in May, 1934, Mr. Armstrong worked for Pan-American Petroleum Company,

Lago Wins Award of Honor From National Safety Council

Lago's achievement in working 6,520,829 consecutive manhours without a lost time accident has been recognized by the National Safety Council with the presentation of the Council's Award of Honor to the company.

The last figures on National Safety Council Awards for 1956 showed that 6,588 units — companies, plants,

mills, or mines — were evaluated, and of that number, only 390 received Awards of Honor. Thirteen of those were in the petroleum industry.

It is the eighth such award Lago has won.

In setting the new manhour mark Lago's employees worked from Dec. 8, 1956 to June 5 of this year, exceeding by nearly two million the

previous best record. It was for this improvement that the award was made.

The Award of Honor, which will be on display in the G.O.B., has no connection with the continuing National Safety Council safety contest. In the latest standings, Lago stood behind Standard Oil Co., (Ohio), with a frequency rate of 0.26.

To 340,000 Barrels

Lago Reduces Crude Runs In Face of World Over Supply; Result of Suez

A world-wide over-supply of crude and refined products has brought about the reduction of Lago crude runs. For the first seven months of this year, an average of 445,000 barrels a day was run through Lago stills, a figure which during August was lowered to 400,000 barrels a day. In September, programmed runs have been set still lower at 340,000 barrels a day. Idled during this low period will be a substantial amount of the refinery's total capacity of 440,000 barrels a day.

Coupled with this are cutbacks in jet and fuel oil orders by the United States Armed Forces brought about by recent drastic reductions in U. S. defense spending.

Industry-Wide

Lago spokesmen indicate that this slump is by no means confined to this company, but is industry-wide, and world-wide in scope. Because of Lago's unique position as a swing refinery, however, market fluctuations are felt more sharply here; in this instance a preliminary cutback of over 100,000 barrels a day from the first seven-month average.

In essence the problem was not unforeseen. At the height of the Suez crisis a year ago, the industry

went all out to protect Western Europe's oil supply. No one knew how long the canal would block oil movements, and in the presence of this uncertainty, there was an over-correction. More oil was supplied to Europe than was needed, as things developed. However, petroleum experts indicate that an over-supply situation was in the making, regardless of the Suez affair. The blocking of the canal merely staved off and eventually made worse a normal downtrend in world market outlets.

Mid-East Oil

Mid-East oil is a major factor in the problem. Production there remains high, but its market outlets are greatly reduced. At the same time that oil is in over-supply, there is also an over-abundance of available ships. Construction of ships and the production of crude oil now appear to have run well ahead of the demand. Many of the less economical ships are being laid up.

The recent limitations put on oil imports by the United States government is not a cause of over-supply; rather it is another indication of the problem of over-supply.

Not Pessimistic

While Lago and the oil industry at large are not too pessimistic about the situation, the immediate prospects are not encouraging. Crude runs are being cut and are expected to remain at a low level at a time when normally they begin to increase with the approach of the winter season.

Lago's position, at the moment, is uncertain. No one is willing to predict how long this "down" period will last.

Wever Honored for 30 Years of Lago Service

Luciano Wever, completing 30 years of company service last month, was presented his 30-year certificate and emblem by General Manager W. A. Murray.

Present for the ceremonies in the Garage offices were Mechanical Superintendent G. Ernesti and Division Superintendent G. B. Mathews, as well as General Foreman T. O. Lucas, and a number of Mr. Wever's friends in the Garage.

Mr. Wever first joined the company in July, 1926 in the Dry Dock. He worked later in the pressure stills, and transferred in January, 1932 to Mechanical Department-Yard. He moved to the Garage in August, 1946. His present position is foreman.

Wever Honrá pa 30 Anja Di Servicio cu Lago

Luciano Wever, completando 30 anja di servicio cu compania luna pasá, a worde presentá su certificado y emblema pa 30 anja di servicio door di Gerente General W. A. Murray.

Presente pa e ceremonianan cu a tuma lugar den oficina di Garage tabata Mechanical Superintendent G. Ernesti y Division Superintendent

G. B. Mathews, y tambe General Foreman T. O. Lucas.

Sr. Wever a cuminsa cu compania na Juli 1926 na Dry Dock. El a traha mas despues den pressure stills, y a transferi na Januari 1932 pa Mechanical Departmental-Yard. Na Augustus 1946 el a translada pa Garage. Su posicion actual ta foreman.

Lago Ta Gana Premio di Honor For di NSC

E acomplimento di Lago trahando 6,520,829 ora consecutivo sin ningun desgracia cu perdida di tempo a worde reconoci door di Consejo Nacional di Seguridad cu presentacion di Premio di e Consejo na compania.

E ultimo cifranan tocante premionan di Consejo Nacional di Seguridad pa 1956 ta muntra cu 6,588 unidad — compania, planta, fabrica, di mina — a worde evaluá y cu di e cantidad aki, solamente 390 a recibí premio di honor. Diez-tres di nan tabata den industria petrolero.

E ta di ocho di tal premio cu Lago ta gana.

Estableciendo e record nobo aki, empleadonan di Lago a traha for di Dec. 8, 1956 te Juni di e anja aki, pasando e record anterior pa mas cu dos milion ora. Ta pa e actuacion aki e premio a worde duná.

E Premio di Honor cual lo worde colgá den Oficina Major no tin conexion cu e continuo concurso di seguridad di Consejo Nacional di Seguridad. Den e ultimo anotacion, Lago tabata na segunda lugar tras di Standard Oil Co. (Ohio), cu un frecuencia di 0.26. Esun mas adilanti tabata 0.00.

Promer cu nan a establece e record nobo, Lago su record di seguridad mas bon tabata 4,708,631.

Lago Ta Reduci Refinacion di Crudo Den September

Un abundancia grandi di crudo y productonan refiná den henter mundo a causa reduccion di refinacionnan di crudo na Lago. Pa e promer siete luna di e anja aki, un promedio di 445,000 barril pa dia a worde corri door di stillnan di Lago, un cifra cual durante Augustus a worde rebahá te 400,000 barril pa dia. Na September e corrida di crudo a worde poní ainda mas abao na 340,000 barril pa dia. Durante e periodo di depresion aki un parti substancial di e capacidad total di refinacion di 440,000 barril pa dia lo mester worde pará.

Hunto cu esaki a bini reduccion tambe den pedidanan pa jet y fuel oil for di Fuerzanan Armada di Estados Unidos causá door di reciente reduccionnan drastico den gastonan di defensa pa Estados Unidos.

Portavoznan di Lago ta indica cu e recaída aki den ningun caso ta confiná na e compania aki sol. pero cu e ta pisa ariba henter e industria, over di henter mundo. Pa motibo di Lago su posicion unico como un refineria balanceador, sin embargo, fluctuacionnan di mercado ta worde sintí mas fuerte aki; den e caso aki un reduccion preliminar di mas cu 100,000 barril pa dia for di e promedio di e promer siete lunanan.

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COMPLETING 30 years of company service, Luciano Wever smiles broadly as he accepts his service certificate and a handshake from General Manager W. A. Murray.

COMPLETANDO 30 anja di servicio cu compania Luciano Wever cu un sonrisa grandi ta acepta su certificado di servicio, y un sagudi di man for di Gerente General W. A. Murray.

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Cinco Empleado Mas Ta Bai cu Pension

Cinco empleado, kende nan servicio total ta surpasa 115 anja, ta laga nan trabao e luna aki. Nan ta, segun servicio, E. M. Wade, asistente division superintendent, Process-Utilities; James Armstrong, Utilities foreman, Process-Utilities; Hermanus Huisling, asistente shift foreman, Process; F. P. E. Mimie, pipefitter, Mechanical-Pipe y W. W. Hensley, zone foreman, Mechanical-Machinist.

Sr. Wade a worde emplea door di Mexican Petroleum Corporation na Januari 1925 y a bini Lago na December 1928 como machinist den Process-Utilities. Na Februari 1929 el a bira powerhouse operator y mas despues el a traha como asistente general foreman. El a bira Utilities foreman na September 1948 y a worde promoví pa asistente division superintendent na December 1953. El tin casi 33 anja di servicio.

Promer cu el a bini Lago na Mei 1934 Sr. Armstrong a traha pa Pan American Petroleum Company, Pan American Petroleum and Transport Company, y Standard Shipping Company. Na Lago el a traha como operator den Process-Utilities te October 1941 tempo cu el a bira shift foreman. El a bira asistente general foreman na Augustus 1943 y Utilities foreman na September 1948. Su servicio total ta 26 anja, 9 luna.

Sr. Huisling, kende lo retira cu poco menos di 24 anja di servicio, a worde emplea na September 1933 como operator cuarta clase. Na Juli 1937 el a bira asistente operator, y

operator na Januari 1944. Sr. Huisling a bira relief foreman na November 1955 y asistente shift foreman na Mei di e anja aki.

E carera di mas di 16 anja cu Lago di Sr. Mimie a worde pasa casi por total den Mechanical-Pipe, excepto pa un periodo breve den Colony Maintainance. El a cuminsa traha na Maart 1938 como pipefitter helper B y a avanza door di e varios rangonan. Na November 1947 el a bira pipefitter A. Sr. Mimie ta nativo di Surinam y lo biba aya den su retiro.

Sr. Hensley a cuminsa su carera na Lago den Process-Utilities na December 1942 como operator, y mas despues el a bira subforeman. Moviendo pa Mechanical-Foundry na Augustus 1943 el a bira trades foreman, y na April 1946 el a transferi pa Mechanical-Machinist como zone foreman. El tin poco mas di 15 anja di servicio.

E fecha efectivo di retiro di Sr. Mimie tabata Sept. 1; di Srs. Armstrong y Huisling ta Nov. 1, y pa Sr. Wade y Sr. Hensley, Jan. 1, 1958.



A SLEEK new visitor to Lago recently was the good ship Haikwang, built in 1956 for the Chinese Nationalists by the Kawasaki Dockyard in Kobe, Japan. Sporting a gross tonnage of 18,161 and a net of 12,447, she was in lake service before heading for Portland, Maine.

UN BISHITANTE nobo-nobo na Lago recientemente tabata e bapor Haikwang, traha na 1956 pa Chinesnan Nacionalista door di Kawasaki Dockyard na Kobe, Japon. Cu un tonelada bruto di 18,161 y neto di 12,447, e tabata nabega lagonan promer cu el a coi camina pa Portland, Maine.

CYI Ta Hanja Idea di Seguridad

Prueba positivo cu empleadonan di Lago ta pensando tur ora ariba seguridad y condicionnan seguro di trabao ta worde haya den un analisis di e informe di Coin Your Ideas Committee pa luna di Juli.

Ochenta y cinco idea a worde adopta y premia. Den 30 di e ideanan aki e palabra "seguro," "mas seguro" of "seguridad" a worde usa, y den mucho mas, e idea tabata concerna mehoracion di condicionnan di trabao, mehor tenemento di lugar, accesion mas facil pa equipo, tur di cual tin algo di haci cu seguridad.

Esaki ta muntra claramente cu e homber den refinaria di Lago tin su pensamiento ariba seguridad, y e hecho cu e ideanan ta worde acepta ta muntra cu directiva di Lago ta pensa mescos.

Lago Ta Reduci

(Continua di pagina 1)

En esencia e problema no tabata imprevista. Na altura di e crisis di Suez un anja pasa, e industria a haci tur su esfuerso pa protega e entrego di azeta na Europa Occidental. Ningun hende tabata sabi con largo e canal lo blokea movementonon di azeta y den presencia di e incertidumbre aki a socede un coreccion cu a worde hibá mucho leuw. Mas azeta di loka tabatin mester a worde entregá na Europa, segun asuntonan tabata desaroya. Sin embargo, expertonan di petroleo ta indica cu un abundancia ariba mercado tabata creciendo, irrespecto di e crisis di Suez. Blokeamento di e canal solamente a aplaza y eventualmente a empeora un tendencia normal di mercado pa declina.

Azeta di Mediano Oriente ta un factor grandi den e problema. Produccion aya ta keda halto, pero su salidanan ariba mercado a mengua considerablemente. Na mes tempo cu tin un abundancia di azeta, tin un abundancia grandi di bapornan disponible. Construcion di bapornan y produccion di crudo awor a resulta di a corre hopi dilanti di e demanda. Hopi di e bapornan menos economico ta worde mará.

E reciente limite poní ariba importacion di azeta door di Estados Unidos no ta causa di e abundancia; mas liher, e ta un otro indicacion di e problema di abundancia.

Mientras Lago y industria petrolero en general no ta demasiado pesimistico tocante e situacion, e prospectonan inmediato no ta mucho animoso. Corida di crudo ta worde cortá y probablemente lo keda na un nivel abao na un tempo mientras normalmente nan ta cuminsa subi cu acercamento di e temporada di invierno.

Posicion di Lago, por lo tanto, ta inseguro. Ningun hende por pronostica tranquilmente com largo e "rebaho" aki lo dura.

Curtiss Promoted In TSD-Process

Promoted Sept. 3 to the post of supervising engineer, utility engineering group, TSD-Process, was William L. Curtiss, who has just over 20 years of company service.

Beginning as a student engineer with Standard Oil Co. (N. J.) in July, 1937, Mr. Curtiss came to Lago Jan. 1, 1938 as technical assistant. He remained in Process as junior engineer and chemical engineer until January, 1945 when he moved to TSD-Engineering as engineer. In 1946 he was made group head, and transferred to TSD-Process in February, 1948. In June, 1955 he was promoted to assistant supervising engineer.



W. L. Curtiss

Safety Plays Big Part In CYI Program

Proof positive that Lago employees are thinking in terms of safety and safe working conditions is found in an analysis of the report of the Coin Your Ideas Committee covering awards in July.

Eighty-five ideas were adopted and the suggesters paid awards. In 30 of these ideas, the words "safety," "safer" or "safety" was used, and in many more, the idea dealt with improving working conditions, better housekeeping, easier access to equipment and the like, all of which have safety implications.

This clearly shows Lago's man-in-the-refinery has his mind on safety, and the fact that the ideas are accepted shows that Lago's management thinks the same way.

Three Awarded Service Watches

Three more men have been added to the growing list of Lago employees who have worked 25 years. Honored this week were A. Schwarcz, Process-Cat. & L.E.; K. W. Hewlett, Process-Acid & Edel., and B. F. Werleman, Mechanical-Yard.

Service watches were presented to them by H. Chippendale, acting general superintendent, in the presence of supervisors and management representatives.

Curtiss Promoted Den TSD-Process

Promoted Sept. 3 pa puesto di supervising engineer, utility engineering group, TSD-Process, tabata William L. Curtiss, kende tin net over di 20 anja di servicio cu compania.

Cuminzando como un student engineer cu Standard Oil Co. (N.J.) na Juli 1937, Sr. Curtiss a bini Lago Jan. 1, 1938 como technical assistant. El a keda den Process como junior engineer y chemical engineer te Januari 1945 tempo cu el a pasa pa TSD-Engineering como engineer. Na 1946 el a bira group head y a transferi pa TSD-Process na Februari 1948. Na Juni 1955 el a worde promoví pa asistente supervising engineer.



LEADERS IN the movement to establish a YMCA in Aruba meet to make plans. From left, Manuel Viana, Aruba businessman, B. Teagle and H. M. Nassy, both of Lago's Public Relations Department, Bob Steele, local insurance man, J. M. Shaver, Lago Accounting Department and W. J. Dinnissen, government police official.

LIDERNAN DEN e movimiento pa establece un YMCA ta en contra pa traha plan. Di robes, Manuel Viana, comerciante na Aruba, B. Teagle y H. M. Nassy, tur dos di Departamento di Relaciones Publicas di Lago, Bob Steele, un homber di aseguro, J. M. Shaver di Accounting Department di Lago y W. J. Dinnissen, un oficial di poliz di gobierno.



CONGRATULATIONS TO Miss Janice Rae from Executive Vice President F. E. Griffin as she completes the Summer College Student Training Program. For two months, Miss Rae worked in the Public Relations Department.

FELICITACION NA Srta. Janice Rae di Vice Presidente Ehecutivo F. E. Griffin na fin di Summer College Student Training Program. Durante dos luna, Srta. Rae a traha den Public Relations Department.



THIS IS the National Safety Council Award of Honor won by Lago for its new consecutive man-hour accident-free record. For details, see page 1. ESAKI TA e Premio di Honor di Consejo Nacional di Seguridad cu a worde graná door di Lago pa su record nobo di seguridad. Pa detayenan, mira pagina 1.



Indrani Beharry-Lall



Angel Britten



Edwin Supriana



Aruba Youngsters Awarded Grants

Some are going, some will go soon, but all are going thanks to the Lago Scholarship Foundation. They are the boys and girls who, seeking to a cut a place for themselves in a competitive world through their own ambition, have been helped by financial grants from the newly-established Foundation.

Grant recipients, their schools and courses of study are:

Indrani Beharry-Lall, daughter of Moharry Beharry-Lall of Mechanical Administration, will study optometry in Christian Huygensschool, in Rotterdam.

Angel Britten will study pre-engineering in Marianapolis Preparatory School, Thompson, Connecticut. A member of the Lago Vocational School's Class of 1952, he was working in TSD Engineering until his scholarship grant.

Edwin Supriana will attend Kansas State College, Manhattan, Kansas, to study architectural engineering. He worked in TSD engineering.

Alexander Hoo, a Mulo graduate, will attend St. Leo Preparatory School, St. Leo, Florida. He plans to study chemical engineering. His Lago job was in the Executive Office.

Ivan Ramphal, son of Mrs. Paula G. Oehlers, Accounting Department Service Section, plans to enter teaching. He will study teacher preparation at Rijkswaarschool, Amersfoort, Holland.

Calvin Romney, LVS class of 1949, working in TSD Engineering. He will study civil engineering at Howard University in Washington, D. C.

Earn E. Hicks, daughter of Ashton S. C. Hicks, Mechanical-Storehouse, will take up the study of nursing in St. Joseph Hospital, Venlo, Holland.

Parker Lake, who graduated from the Aruba Technical School in 1955, will study electrical engineering at Howard University. He was employed in the Process Department before receiving his scholarship.

Stephanus Niekoop, who worked in the Accounting Department, will go to Holland to pursue his education. He will study mechanical engineering at the M.T.S. in Rotterdam.

Loreto Kock, an employee of the Laboratory, has enrolled in the Illinois Institute of Technology, Chicago, Illinois, to study chemical engineering. He is an LVS graduate.

Marcelino Kock, a Mulo graduate and an employee in the Executive Office will study pre-engineering in Peacham Academy, Peacham, Vermont.

Alfonso Steenen, a member of the 1952 class of the LVS, has been working in TSD Engineering. He will study electrical engineering at Watkinson School, Hartford, Connecticut.

Rosindo Geerman, who will take a pre-engineering course at Peacham Academy, Peacham, Vermont, is the son of Peter A. N. Geerman, who retired in February, 1955 as subforeman in the Marine Department. He had over 20 years of service at the time.

Others who were awarded scholarships have already left for their destinations. These include Muriel

Finley, Cecilia Oosthuizen, Catherine Henry, Bernice Phillips, and Raphael Campbell.

Miss Finley, the daughter of Clarence F. Finley, Mechanical-Electrical, will study nursing at Gemeenteziekenhuis, Rotterdam. Miss Oosthuizen will study teaching at Kweek-school de Klokkenberg in Nijmegen, Holland. She is the daughter of Emile H. Oosthuizen, Porcess-Utilities.

Miss Henry has left to take up the study of nursing in St. Joseph Hospital, Venlo, Holland. Her father is Melon Henry, Mechanical-Carpenter. Miss Phillips, whose father, Gusto L. Phillips is in the Lago Police, will study teaching at R. K. Kweek-school, Reuver, Holland.

Mr. Campbell is studying mechanical engineering at Hogere Technische School, Dordrecht, Holland. He is the son of Alfred B. Campbell of TSD-Engineering.

The names of others who have received Lago Scholarship Foundation grants will be announced later.

LAGO SCHOLARSHIP officials watch as four candidates sign papers accepting grants from the Foundation.

OFICIALNAN di Lago Scholarship Foundation ta mirando mientras cuatro candidato ta firma papelnan aceptando e subsidio.



Alexander Hoo



Ivan Ramphal



Calvin Romney



Earn E. Hicks



Parker Lake



Stephanus Niekoop

Hobennan A Gana Subsidio

Algun a bai caba, algun lo bai pronto, pero tur ta bai gracias sea Lago Scholarship Foundation. Nan ta e mucha homber y mucha muhernan kende buscando pa conquista un lugar pa nan mes den un mundo competitivo door di nan mes ambicion, a worde yuda door di subsidio financiero di e Foundation nobo estableci.

Recibidornan di subsidio, nan schoolnan y curso di estudio ta:

Indrani Beharry-Lall, yiu muher di Moharry Beharry-Lall di Mechanical Administration, lo studia optometria na Christian Hugenschool, Rotterdam.

Angel Britten lo studia pre-engineering na Marianapolis Preparatory School, Thompson, Connecticut. Un miembro di klas di 1952 di Lago Vocational School el tabata traha den TSD-Engineering te tempo di e subsidio.

Edwin Supriana lo atende State College, Manhattan, Kansas, pa studia ingenieria architectural. El tabata traha den TSD Eng'neering.

Alexander Hoo, un graduante di Mulo, lo atende St. Leo Preparatory School, St. Leo, Florida. El tin intencion di studia chemical engineering. Na Lago el tabata traha den Executive Office.

Ivan Ramphal, yiu di Sra. Paula G. Oehlers, Accounting Department Service Section, tin intencion di drenta educacion. El lo tuma su estudio na Rijkswaarschool, Amersfoort, Holanda.

Calvin Romney, klas di 1919 di LVS, tabata traha den TSD Eng'neering. El lo studia civil engineering na Howard University na Washington, D.C.

(Continua na pagina 7)



Rosindo Geerman



Alfonso Steenen



Marcelino Kock



Loreto Kock



THE FIRST group of scholarship winners meet with Foundation officers to discuss their grants. Seated are F. C. Donovan, F. H. Ritfeld, M. E. Fisk and G. Amelink, members of the Board.

E PROMER grupo di ganadornan di beca ta encontra cu oficialnan di e Foundation pa discuti nan subsidio. Sintá ta F. C. Donovan, F. H. Ritfeld, M. E. Fisk y G. Amelink, miembronan di e comité selectivo.



WHEN HE wants to signal one of the tugs working a ship in or out, Mr. Berkhout blows a whistle. For the second tug he uses the ship's whistle. ORA EL kier senjala un di e remolcadornan cu ta pusha un bapor aden of afor, Sr. Berkhout ta zona un pitro.



GOING FROM ship to pilot boat, especially in a choppy sea, can be a tricky bit of business. The ship is moving, the boat is bobbing, the ladder is weaving. But it doesn't bother a true seaman.

PASANDO DI bapor pa boto di loods, specialmente den un lamar bruto, por ta algo cu triki aden. E bapor ta move, e boto ta zoya, y e trapi ta zwaai. Pero un berdadero homber di lamar no ta preocupa.

Bringing In The Ships

To be a harbor pilot — a good harbor pilot, that is — a man must have eyes like a hawk, the touch in his hands of a concert pianist, and reflexes like Floyd Patterson. He must endure riding in tiny pilot boats in calm weather and rough; he must be nimble enough to climb none-to-stable rope ladders dangling from the side of a pitching ship, and he must know the tricks of water and wind in a narrow harbor. And he must be a man of the sea.

Six such paragons are found in the Government Pilot Office near Lago's Marine Department. Their function is to fulfill the law that says every ship coming into the harbor must carry a pilot. (The only class now excepted is Dutch naval vessels; but more often than not, each Dutch war ship asks for a pilot too.) A pilot aboard an incoming ship acts almost as the harbor's host, because he brings the ship in and takes it to dock. He escorts a departing ship as far as the door, so to speak, then returns via pilot boat to his office. The need for a pilot is based on the common sense assumption that few ships captains, however competent, can remember the conditions of current and topography of every port he visits. Jan Berk-

hout, lieutenant harbormaster, typical of the Dutch pilots, knows the conditions of San Nicolas harbor as well as he knows the strings of the guitar he taught himself to play.

There are some fairly complicated arrangements to be made before a pilot ever sets foot aboard ship. The Marina Department acts as a sort of clearing house of information being notified when the ship is ready to move (in the case of outbound vessels, and when she is ready to come in, in the case of inbound ships). The tower will then pass on the word to the tug or tugs involved, and summon a pilot. The six pilots used here are on staggered schedules: eight hours on, eight hours off, eight hours on, eight hours off, eight hours on, 16 hours off, eight hours on, eight hours off, eight hours on, eight hours off, eight hours on, 48 hours off.

The most night duty they get is about 10 nights a month. While on duty a pilot is allowed 15 minutes to report after being notified. In the daytime, it usually runs less. During the day, pilots generally stay around the pilot's building; at night they can remain at home. But in every case they stay by a telephone.

Contrary to what seems to be widespread opinion, the pilot aboard

a ship never supersedes the authority of the captain. By unspoken agreement, developed over the years in ports all over the world, the captain turns the operation of the ship over to the pilot. He gives the orders, commands crew, tug and dockmen, being in full charge of the operation.

But the law specifies that the captain is responsible for the safety of his ship at all times, and is accountable to the ship's owners and to the insurance company. The captain may, at any time he feels the ship to be endangered, relieve the pilot and resume personal control.

That kind of thing seldom happens, according to Mr. Berkhout, who as ship master and pilot both, has had plenty of experience. It was in 1943, while in his early 30's, that he became a master, some 15 years he first went to sea. At that time, 1928, he became a cadet with the Royal Netherlands Steamship Company, a post equivalent to able seaman.

For a year he lived in Curacao, and returned to Holland in June of 1939. He was married the next year and then pulled out on what was intended to be a six-week cruise. He didn't get back until 1946. In between, a lot happened: a war, promotions from second officer to first officer, then to master. Shortly after he left Holland, a daughter was born. In 1940, his ship, the Breda, was bombed and sunk off Scotland, and in 1942, his ship, the Merope, hit a mine off Algiers and went down like a rock. Later that year, Mr. Berkhout received from the hands of Queen Wilhelmina herself the Bronze Cross for valor at sea.

After the war he got a job as pilot in Curacao, and came to Aruba in July, 1948.

All Aruba pilots, like Mr. Berkhout, have master's licenses. After accepting the job, a new pilot is put under the wing of an experienced man, and they work together. Gradually the new man learns the harbor and its peculiarities as he works in and out. He learns for example that the constant wind is a problem, especially when a ship is riding high in the water. More troublesome is the current, which Mr. Berkhout says is always unpredictable at the harbor entrance. He learns too that he keeps in communication with tugs helping on a ship with whistles; a policeman's whistle for the nearest tug, the ship's whistle for the far. He learns the hand signals with which he works with the ship's crew, and

(Continued on page 8)



A BUSY harbor forms a backdrop as a tiny pilot boat scurries out to meet an incoming ship. Every ship entering the harbor must carry a pilot, except Dutch navy ships.

UN HAAF chikito di dreuta. Ca



PILOT BERKHOUT, right, calls orders to the helmsman as he cons the ship into the harbor. But the captain, background, still has complete authority.

LOODS BERKHOUT, banda drechi, ta duna orden na e stuurman mientras el ta maneja e bapor den haaf. Pero e capitan, handa patras, ainda tin completo autoridad.



CREWMEN WATCH from the deck as Mr. Berkhout scrambles up the take over. In November, 1955 he brought in 167 ships, his personal TRIPULANTENAN TA mira for di dek mientras Sr. Berkhout ta subi pa tuma over. Na November 1955 el a dreuta 167 bapor, su record pa

Drentando E Bapornan

Pa ser un loods un bon loods. unto un homber mester tin wowan manera un valk, e gevoel den su man manera un pianista di concierto, y reflexo manera Floyd Patterson. El mester por wanta e paseo den cualkier boto di loods den tempo bon y malo; el mester por subi trapi di cabuya cu ta zwaai na un handa di bapor cu ta zoya, y el mester conoce trikinan di awa y biento den un haaf smal. Y el mester ta un homber di lamar.

Seis di e modelonan aki tin den oficina di Loods cerca di Marine Department di Lago. Nan funcion ta pa cumpli cu e ley cu ta bisa cu cada bapor cu dreña haaf mester di un loods. (E unico clase di vapornan cu no ta cai bao di e ley aki ta barconan naval Holandes; pero casi tur b'aha nan tambe ta pidi loods.) Un loods abordo di un barco cu ta dreña ta actua mescos cu un huesped, pa motibo cu el ta dreña e bapor y hankre'le na waaf. El ta acompaña un bapor cu ta sali te na porta, na moda di habla, despues el ta bolbe su oficina cu e hoto di loods. E necesidad pa un loods ta basá ariba e asumpcion correcto cu poco captan di bapor, maske com competente, por recorda e condicionnan di corriente y topografia di cada puerto cu el bishita. Jan Berkhout, ayu-

dante havenmeester, typico di e loodsnan Holandes, conoce e condicionnan di haaf di San Nicolas mes bon cu e conoce cuerdenan di e guitarra cu el sinja su mes toca.

Tin algun aregionan bastante complicá cu mester worde haci promer cu un loods subi e bapor. Marine Department ta actua manera un sorto di centro di informacion cu ta worde notificá ora e bapor ta cla pa move den caso di bapornan cu ta sali, of ora el ta cla pa bini aden den caso di bapornan cu ta dreña. Anto e torcn lo duna e noticia na e remolcador of remolcadornan involvi, y yama e loods. E seis loodsnan di aki ta traha warda irregular: ocho ora di warda, ocho ora liber, ocho ora di warda, ocho ora liber, ocho ora di warda, 16 ora liber, ocho ora di warda, ocho ora liber, ocho ora di warda, ocho ora liber, ocho ora di warda, 48 ora liber. Di mas hopi cu nan ta traha anochi ta mas of menos 10 anochi pa luna. Ora el ta na trabao un loods ta haya 15 minuut pa el reporta despues di worde notificá. Den dia, generalmente ta menos. Durante dia e loodsnan generalmente ta keda rond di oficina; anochi nan por keda cas. Pero en todo caso nan mester keda canto di un telefoon mientras nan ta na warda.

Contrario na loke ta parce e opinion aceptá tur camina, e loods abordo di un barco nunca ta tuma over e autoridad di e captan. Segun combenio silencio desaroya over di anjanan den tur puertonan di mundo, e captan ta entrega operacion di e barco na e loods. El ta duna orden, comanda e tripulacion, remolcador y hombernan ariba waaf, siendo den completo encargo di e operacion. Pero ley ta especificá cu e captan ta responsable na tur momento pa seguridad di su bapor, y cu el mester duna cuenta na donjonan di e bapor y na e compania di aseguro. E captan por, na cualkier momento cu el ta sinti cu e vapor ta na peligro, tuma over for di e loods y asina tuma control su mes.

E cos aki casi nunca ta socede, segun Sr. Berkhout, kende como captan y loods a la vez, tin cantidad di experiencia. Na anja 1943, cu trinta y pico anja, el a bira captan, como 15 anja despues cu el a bai lamar. Na 1928 el a cuminsa como cadete cu Compania Real Holandes di Navegacion.

El a biba un anja na Curacao y na Juni di 1939 el a bolbe Holanda. E siguiente anja el a casa y a sali ariba un cruise intencioná pa seis siman. El no a bolbe sino te 1946. Mientras tanto, un cantidad di cos a socede: un guerra, promocion di segunda oficial pa promer oficial, despues pa captan. Poco despues cu el a laga Holanda, un yiu muher a nace. Na 1940, su bapor, Breda, a

worde bombardia y gesink dilanti di Schotland, y na 1942, su bapor, Meroppe, a dal ariba un mina dilanti Algeria y a sink manera un piedra. Mas despues e anja aki, Sr. Berkhout a recibi for di man di Reina Wilhelmina mes e cruz di Brons pa Valentia ariba lamar.

Despues di guerra el a haya un trabao como loods na Curacao, y na Juli 1948 el a bini Aruba.

Tur e loodsnan na Aruba, mescos cu Sr. Berkhout, tin licencia como captan. Despues di acepta e trabao, un loods nobo ta worde poni bao cuidado di un homber di experiencia, y nan dos ta trata hunto. Gradualmente e homber nobo ta sinja conoce e haaf y su peculiaridadnan aden y afor.

El ta sinja por ehemplo cu e biento constante ta problema, specialmente ora un bapor ta keda halto den awa. Mas probablemente ta e stroom, cual Sr. Berkhout ta bisa semper ta imprescindible na entrada di haaf. El ta sinja tambe pa tene contacto cu e remolcadornan cu ta asisti e bapor pa medio di pitro: un fluit pa e remolcador mas cerca y pitro di e bapor pa esun na e punta mas leuw. El ta sinja e senjalnan di man cu cual el ta traha cu tripulacion di e bapor y e palabranan asina cu el por duna orden anochi. Mayoría di e loodsnan aki ta papia a lo menos cuatro idioma. Sr. Berkhout por duna orden y worde comprendi na ocho: Holandes, Ingles, Griego, Italiano, Frances, Aleman, Papiamentu y Spanjé.

E ensenjananan aki ta tuma mas of menos un anja, dependiendo ariba e persona involvi. Pero den 12 luna mayoría loods ta domina e trabao bon, promer door di waak un loods ta domina e trabao bon, promer door di waak un loods cu experiencia traha, y despues door di cuminsa cu bapor chikito y gradualmente sigui pa bapornan grandi. Sr. Berkhout tin e honor di a trece aden e bishitante mas grandi na Lago, e grandioso Saud Al-Awal, un bapor cu ta maneja facil no obstante su tamaño enorme.)

E taxinan di awa - e botonan di loods - cu ta hiba y trece e loodsnan, ta 33 pia largo, trahá na Holanda di mahogany, teak y eik. E pasada di e loods for di su plataforma chikito y e bapor mes ta un trapi cu ta tembla, y ta tuma hopi habilidad pa un salto cuidadoso for di e boto pa e trapi y vice versa. Esaki ta un di e cosnan cu Sr. Berkhout ti na cabez ora el ta papia di trabao di e loods, bisando, "Loke un loods mester ta sentimento di responsabilidad; el no por spanta mucho liher. El mester tin curashi."

El no tin mester di subi y baha e trapi cu ta zwaai pa proba cu el ta un di mehor.



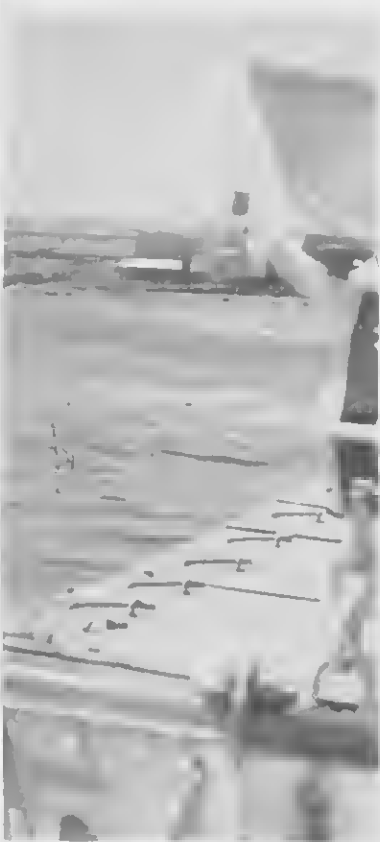
FOR RELAXATION Mr. Berkhout plays the guitar. This helps him to unwind after the nerve-wracking business of handling expensive ships in close quarters. Mr. Berkhout, on the job, is as absorbed in it as a professional tennis player in a match.

PA DISTRAECION Sr. Berkhout ta toca guitarra. Esaki ta yude'le reposa despues di e trabao pisá di trata cu bapornan costoso den lugarnan pretá. Sr. Berkhout, na trabao, ta mes absorbá den dje cu un tennista profesional den un wega.



EXCEPT FOR the addition of a few wrinkles Mr. Berkhout looks the same now, gazing over San Nicolas Harbor, as he did watching enemy bombers sink his ship off Scotland, or watching his ship slide under the Mediterranean. The seaman's squint in his eyes came from long hours at sea, man and boy, in storm and calm, war and peace. Mr. Berkhout has been sailor for nearly 30 years.

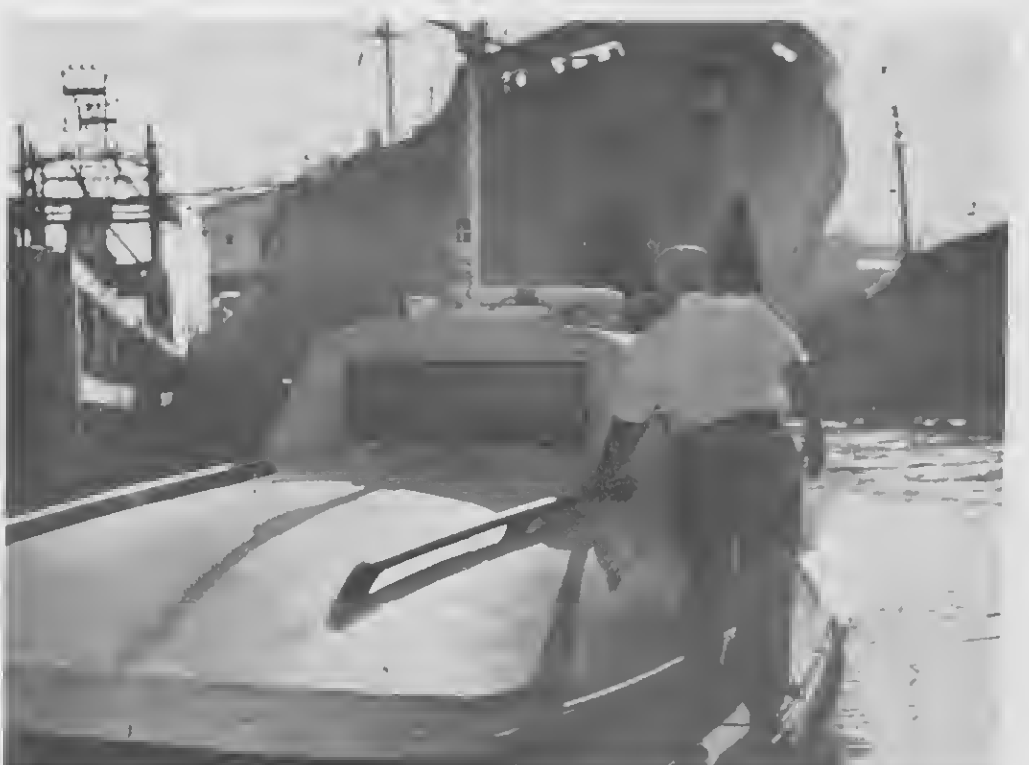
EXCEPTO PA algun laachi Sr. Berkhout ainda ta muntra mescos, mirando over haaf di San Nicolas, manera tempo el mester a mira bomberonan enemigo zink su bapor dilanti Schotland, of tempo cu el mester a mira su bapor desaparece bao di Mediterraneo. E mirada di marinero den su vista a bini for di oranan largo na lamar, como mucha y como bomber, den calma y den tempestad, den guerra y den paz. Casi 30 anja Sr. Berkhout ta nabegante.



forma un fondo mientras un boto purá pa contra un bapor cu ta dreña haaf mester di un loods, rnan naval Holandes.



AFTER EVERY job, there has to be some paper work. Mr. Berkhout reports tonnage, time of arrival or departure, and berth of each ship he works. **DESPUES DI** cada job, tin algun papel pa yena. Sr. Berkhout ta reporta tonelada, tempo, di yegada of salida, y lugar di hancra di cada bapor cu el traha cu ne.



IT'S EASIER and quicker to board an outbound ship via pilot boat and ladder than going around on the dock. **TA MAS** facil y mas liher pa borda un bapor cu ta sali pa medio di e boto di loods y e trapi cu pa medio di waaf.

Controlled, supervised play for the youngsters, and classes in aviation, auto mechanics, first aid, photography and riflery for the older youths in Lago Colony formed the backbone of the summer recreation program there.

Under the general direction of Donald Lammers, who was assisted by several colony people, the program offered something for everybody from kindergarten children to high school seniors.

Helping out Mr. Lammers during the two-month program were Mrs. Lammers, who supervised games and taught dancing, Misses Carol Bond, Nancy Carrell and Annette Gregersen, who helped out at the beach in swimming classes, Miss Peggy McReynolds, who taught home economics, and Mr. and Mrs. William Hellwig, who supervised play and taught handicraft.

Other staffers included Misses Martha Lloyd, Nancy Koopman and Marie Koopman, and Aileen McReynolds, who worked with the primary group. Mrs. Mary Fields, in charge of the handicraft program, K. G. van Ingen, boxing and wrestling instructor, Carl Anderson, golf instructor, and Mrs. Alice Reilly, oil painting. Donald Rosborough served as general assistant, and Miss Deanna Chapman was secretary.



THE FLYING Club helped out the Summer Recreation Program by giving participants flying lessons, and showing how aircraft operate. Three of the youths soloed during the summer.

FLYING CLUB a yuda den e programa di recreacion pa verano door di duna participantenan les di bula, y muntra nan con un aeroplano ta traha. Tres di e studiantenan a bula nan sol durante e vacaciones.



PROGRAM DIRECTOR Donald Lammers is shown with his staff of swimming instructors. From left, Carol Bond, Nancy Carrell, and at right, Anette Gregersen.

DIRECTOR DI programa, Donald Lammers, ta aparece aki hunto cu su grupo di instructornan di landamento. For di robes, Carol Bond, Nancy Carrell, y banda drechi, Anette Gregersen.

A Very Busy Summer

Wega controlá y vigilá pa e hobencitonan, y les den aviacion, mecanico di auto, promer auxilio, fotografia y tiramento pa esnan mas bieuw den Lago Colony a forma e parti primordial di programa di recreacion di verano.

Bao direcccion general di Donald Lammers, kende a worde asisti door di varios persona di Colony, e programa tabata ofrece algo pa cada un, di muchanan di bewaarschool te esnan di klasnan mas halto den high school.

Yudando Sr. Lammers durante e programa cu a dura dos luna tabata Sra. Lammers, kende a vigila e weganan y a sinja baile, Srtas. Carol Bond, Nancy Carrell y Annette Gregersen, kende a yuda ariba beach cu lesnan di landamento, Srta. Peggy McReynolds, kende a sinja teneamento di cas, y Sra. William Hellwig, kende a vigila wega y sinja obra di man.

Otro ayudantenan tabata Srtas. Martha Lloyd, Nancy Koopman y Marie Koopman, y Aileen McReynolds, kende a traha hunto cu e grupo primario, Sra. Mary Fields, encargá cu e programa di obra di man, Warren van Ingen, instructor di boxeo y lucha liber, Carl Anderson, instructor di golf, y Sra. Alice Reilly, pintura cu azeta. Donald Rosborough a actua como ayudante general, y Srta. Deanna Chapman tabata secretaria.



AVOIDING A left jab thrown by Byron Mullen, Frank Binetti shows good defense in the program's big fight card Aug. 20. There were five boxing and four wrestling matches. Referee in the background is K. G. van Ingen, who doubled as instructor.

KITANDO UN jab robes tirá pa Byron Mullen, Frank Binetti ta muntra un bon defensa den e programa grandi di boxeo Aug. 20. Tabatin cinco encuentro boxistico y cuatro di lucha liber. Referee banda patras ta Warren van Ingen, kende a actua tambe como instructor.



THE BOY with the big grin in the middle of the picture is Randy Schroth, whose tan cocker won first prize in the program's pet contest. Surrounding him are other entrants and their pets. The contest was held at the Junior Esso Club.

E MUCHA homber cu e hari grandi den centro di e retrato ta Randy Schroth, kende su cocker bruin a gana e promer premio den e concurso di bestianan di cas den e programa. Rond di dje ta otro concursanenan y nan entradanan. E coucurso a worde teni na Junior Esso Club.



GIRLS OF the fifth and sixth grade brood over their art masterpieces. "Painting by the numbers" turned out to be a very popular pastime in the summer.

MUCHA MUHERNAN di cinco y seis klas ta contemplando nan obranan maestral di arte. "Pintando segun numero" a resulta di ta un pasatempo popular den verano.



INSTRUCTOR LAMMERS watches critically as some of his swimming pupils take a dive. The program ended with an elaborate water ballet at Rodgers Beach.

INSTRUCTOR LAMMERS ta waak criticamente mientras algun di su studiantenan ta tira zambuya. E programa a termina un ballet elaborado di awa na Rodgers Beach.

Captan di Tanquero Ta Conta Over di Biahenan pa Muchanan

Captan Kurt Olaf Meyer, comandando e tanquero L. P. St. Clair, un reciente y frecuente bishitante na Lago, ta un homber cu nunca a yega di mira hopi di su yiuinan, pero el ta scirbi nan regularmente.

Pa hende no kere cu el ta algo cu el no ta, mester worde splicá cu e "yiuinan" ta studentenan di school cu a "adoptá" Captan Meyer y su hapor. Regularmente el ta scirbi nan, contando unda el y su vapor a bai y kico nan a haci, com e paisnan cu nan a bishita ta. - unda nan ta despues.

E "plan pa adopta un bapor" a worde desaroyá door di Comision di Damas di Seamen's Institute di Nueva York cual a traha pa medio di varios compania di bapor y asociacionnan educativo. Schoolnan taha ta liher pa acepta propuesta pa correspondencia cu hapornan, realizando cu esaki ta un medio sin mucho pena y a la vez interesante pa studentenan sinja aardrijkskunde, industria y transportacion na mes tempo.

Actualmente cruzando entre Balhoa, Canal Zone, y Aruba, Captan Meyer ta scirbi dos school, Peninsula School, Portland Oregon, y Green Acres School, Fort Morgan, Colorado. Ariba e siete lamarnan, no tin un corresponsal mas entusiaste cu Captan Meyer Si su amigonan chikito no sinja for di su cartanan largo y yen di informacion, anto no ta su falta.

Cartanan cu el ta recibi en vuelta ta yena di pregunta: "Cual puerto bo ta bai awor?" "Com grandi bo vapor ta?" "Kico e tripulacion ta haci na lamar pa tene nan ocupá?" "Bo a yega di pasa rond di mundo?" "Cuanto milla pa ora bo bapor ta camna?" "Bo a yega di pasa den un tempestad grandi ariba lamar?" Y asina e preguntanan ta sigui, manera hende por spera for di muchanan cu ta interesá den un cos.

Pa tende Captan Meyer conta tocante su muchanan di cinco y di seis klas, hende por mira cu el tin masha tanto placer den e asunto aki Y ora el ta scirbi carta pa su schoolnan, el no ta teme pa usa hopi palabra Un carta cu el a scirbi anja pasá tabata di seis blachi getype cu espacio cerrá.

Captan Meyer ta un bon homber pa sinja muchanan tocante lamar y bapornan. Na edad di 16 anja el a enlista abordo di un harco di cuatro mastre na su Hamburg nativo. Den

Tres A Recibi Oloshi pa Servicio

Tres mas a worde agregá na e lista creciente di empleadonan di Lago cu a completa 25 anja di servicio. Esnan cu a worde honrá e siman aki tabata A. Schwarcz, Process-Cat. & L. E., K. W. Hewlett, Process-Acid & Edel., y E. F. Werleman, Mechanical-Yard.

Olishinan pa servicio a worde presentá na nan door di H. Chippendale, superintendente general interino, len presencia di supervisoran y representantenan di directiva.



AMERICAN LEGION Commander A. T. Willis, left, presents checks to Frère Edgar, of the Don Bosco Club, and Fletcher Dunbar, representing the Winkel Society. The presentations are made annually to island charities. COMANDANTE DI American Legion A. T. Willis, ta presentá un cheque na Frère Edgar di Don Bosco Club y Fletcher Dunbar, representando Sociedad Winkel. E presentacionnan aki ta worde haci anualmente na e caridad di nos isla.

George Graduates From Massage School

Everard Cuthbert George, stenographer in the Industrial Relations Department, has been graduated with high honors from the College of Swedish Massage, according to word received from the Chicago, Illinois, institution.



E. C. George drotherapy, light-therapy, physiotherapy, dietetics, anatomy and physiology.

Because of his high grades Mr. George is entitled to wear the college's emblem. He hopes to go to Chicago to take up postgraduate work, and some time in the future, go into business.

Mr. George, who has been a Lago employee for almost 12 years, spent about 18 months on his mail courses. In addition to the general scientific massage of the body, the course also included hy-



CAPTAIN MEYER goes over the charts in the pilot bouse of the L. P. St. Clair.

CAPTAN MEYER ta check e chartnan den e stuurhut di L. P. St. Clair.

NEW ARRIVALS

- August 10**
KOOLMAN, Theodoor - Mech. Boiler: A son, Lorenzo
FRANKEN, Octaviano - Instrument: A daughter, Imelda Susanna
- August 11**
HENRY, Reginald W. - Executive: A son, Roger Willis
- August 12**
KELLY, Mario - Mech. Mason: A son, Mariano Mario
FELICIANA, Maximo - Instrument: A son, Jaime Karel
- August 13**
FRANKEN, Felipe S. - Machinist: A daughter, Glenda Pangracia
DEBIER, Herbert A. - Mech. Garage: A daughter, Doris Altgracia
- August 15**
DIKHOFF, Roberto - Accounting: A daughter, Helen Marianne
HEUKENBOOM, Canuto R. - LOF: A son, Charles Cornelis
ROCK, Francisco - LOF: A daughter, Sandra Maria Elvira
WILLIAMS, Edmund O. A. - Mech. Pipe: A daughter, Hyacinth Eldica
- August 16**
DE CUBA, Victor - Gen. Serv.: A daughter, Gladys Maria
BUCHANAN, William L. - TSD Eng: A son, Robert Edward
ROBERTS, Arnett - LOF: A son, Ted Elston
- August 17**
MACK INTOSCHI, James C. - Rec. & Ship.: A daughter, Ligia Jacinta
AMZAND, William A. - Electrical: A daughter, Ruth Kathleen
- August 19**
ANGELA, Johannes V. - Machinist: A son, Louis Emiliano
- August 20**
PEMBERTON, Rufus C. A. - Esso Dining Hall: A son, Renison Deverill
LIGOE A TIAM, Joseph L. - TSD Lab 1: A daughter, Mirna Marietta
VAN DER LINDEN, Jacobo - Storehouse: A daughter, Glenda Filomena
STATIA, Inario I. - TSD Lab: Twin daughters, Mary Jane & Rose Mary
- August 21**
VLAUN, Rosendo F. - Esso Dining Hall: A son, Theodore Edison
DUZON, William T. - Mech. Admin.: A son, William Alfredo
- August 22**
DIKHOFF, Hose M. - Lago Police: Twin sons, Frank Jessy & Jessy Frank
MARLIN, Roberto - Lago Police: A son, Marco
- August 23**
WATKINS, Clyde V. - Ind. Rel.: A daughter, Vida Cwynneth
- August 24**
EVERON, Pedro - Mech. Welding: A daughter, Jolanda Beatrix
WIDD, Erwin I. - Cracking: A son, Rudy Isidore
WERLEMAN, Emeterio - Mech. Carpenter: A son, Bartolomeo Olvido

Scholarships

(Continua di pagina 3)

Earn E. Hicks, yiu muher di Ashton S. C. Hicks, Mechanical Storehouse, lo studia pa nurse na Hospital San Jose, Venlo, Holanda.

Parker, kende a gradua for di Arubaanse Technische School na 1955, lo studia electrical engineering na Howard University. El tabata empleá den Process Department promer cu el a recibi su beca.

Stephanus Niekoop, kende tabata traha den Accounting Department, lo bai Holanda pa sigui su educacion. El lo studia mechanical engineering na M.T.S. na Rotterdam.

Loreto Kock, un empleado di Laboratorio, a registra na Illinois Institute of Technology, Chicago, Illinois, pa studia chemical engineering. El ta un graduante di LVS.

Marcelino Kock, un graduante di MULO y un empleado di Executive Office lo studia pre-engineering na Peacham Academy, Peacham, Vermont.

Alfonso Steenen, un miembro di e klas di 1952 di LVS, tahata traha na TSD Engineering. El lo studia electrical engineering na Watkinson School, Hartford, Connecticut.

Rosindo Geerman, kende lo tuma un curso den pre-engineering na Peacham Academy, Peacham, Vermont, ta yiu di Peter A. N. Geerman, kende a retira na Februari 1955 como suhforeman den Marine Department. E tempo el tabatin mas di 20 anja di servicio.

Otronan cu a worde otorgá beca di estudio ya a sali pa nan destino. Esakinan ta inclui Muriel Finley, Cecilia Oosthuizen, Catherine Henry, Raphael Campbell y Bernice Philips.

Srta. Finley, yiu muher di Clarence F. Finley, Mechanical-Electrical, lo studia pa nurse na Gemeenteziekenhuis, Rotterdam. Srta. Oosthuizen lo studia pa maestra di school na Kweekschool de Klokkenberg na Nijmegen, Holanda. El ta yiu muher di Emile H. Oosthuizen, Process-Utilities.

Srta. Henry ta bai studia pa nurse na Hospital San Jose, Venlo, Holanda. Su tata ta Melon Henry, Mechanical-Carpenter. Srta. Philips, su tata ta Gusto Philips di Lago Police. El lo studia pa maestra di school na R. K. Kweekschool, Reuver, Holanda.

Sr. Campbell ta studia mechanical engineering na Hogere Technische School, Dordrecht, Holanda. El ta yiu di Alfred B. Campbell di TSD-Engineering.

Number di otronan cu a recibi subsidionan di Lago Scholarship Foundation lo worde anunciá mas despues.

Formulario pa aplicacion pa haya subsidio por ser hanjá na Training Division, Industrial Relations Department. Sinembargo, prome cu por haya un aplicacion, e aplicante mester ta aceptá pa studia na un school acreditá.

Tanker Captain Describes Travels For His "Children"

Captain Kurt Olaf Meyer, commanding the tanker L. P. St. Clair, a recent and frequent visitor to Lago, is a man who has never seen dozens of his children, but he writes to them regularly.

Lest he seem to be something he is not, it should be explained quickly that these "children" are pupils of school which have "adopted" Captain Meyer and his ship. At regular intervals he writes reports to them, telling what he and his ship are up to, where they have been, what the countries are like they have visited, and where they are going next.

The Adopt-A-Ship plan was first developed by the Women's Auxiliary of the Seamen's Institute in New York, which worked through various shipping companies and educational associations. Schools were quick to accept offers of correspondence with ships, realizing it would be a painless and interesting way for pupils to learn geography, industry, and transportation all at once.

Currently running between Balboa, Canal Zone, and Aruba, Captain Meyer is writing to two schools: Peninsula School, Portland, Oregon, and Green Acres School, Fort Morgan, Colorado. On the seven seas there can be no more enthusiastic correspondent than Captain Meyer. If his young friends don't get something out of his long and informative letters it's not his fault.

Letters he gets in return are filled with questions: "What are your ports of call?" "How big is your ship?" "What does the crew do at sea to keep them busy?" "Have you ever been around the world?" "How many knots an hour does your ship travel?" "Have you ever been in a bad storm at sea?" And so the questions pour on, as they must always when children are interested in something.

To hear Captain Meyer tell about his fifth and sixth graders, a listen-

er can tell he is delighted with the whole business. And when he writes letters to his schools, he doesn't spare the words. One last year ran to six single-spaced typed pages.

Captain Meyer is a good man to teach children about the sea and ships. At 16 he signed aboard a four-masted ship in his native Hamburg. In the next years he sailed in many ships, sail and steam, working as ordinary seaman, able seaman and boatswain. He sailed under German, English and Chilean flags. He became an American citizen in December, 1934, and the next month acquired his third mate's license. In 1911 he joined the Union Oil Company, to whom the L. P. St. Clair belongs, and served throughout the war in the Pacific. He now holds a master's license for ships of any tonnage on the sea, and pilot's license for a number of U.S. west coast ports.

Julian P. Tromp

Julian P. Tromp, launch helper B, who had more than 11 years of company service, died Sept. 1. A native of Aruba, he is survived by his wife and two children, and by his parents.

Julian P. Tromp, launch helper B, kende tabatin mas di 11 anja di servicio cu compania, a muri Sept. 1. El ta nativo di Aruba, y a laga atras su esposa y dos yiu, y su mayornan.



RETIRING AFTER 18 years of Lago service, E. S. Stanley enjoys his retirement luncheon with friends. At the far end is A. Tully, then Mr. Stanley, left, then counterclockwise, A. Krottnauer, W. K. Koopman, G. B. Mathews, M. R. Holley, G. Ernesti, and L. N. Stanley.

RETIRANDO DESPUES di 18 anja di servicio en Lago, E. S. Stanley ta goza su luncheon di retiro cu su amigonan. Na banda mas atras ta A. Tully, anto Sr. Stanley, A. Krottnauer cu W. K. Koopman, G. B. Mathews, M. R. Holley, G. Ernesti y L. N. Stanley.

Several Sports Keep Park Bustling

In the past few weeks, one of the busiest spots on the island has been the ever-popular Lago Sport Park. In a place that has so many sports the park has been able to cater to them all. For example last week there was a British-Dutch cricket match. A few days before that, play in the park's knockout football tournament went on, sandwiched in with activity in the Interdepartmental softball tournament (which in turn started at the conclusion of the baseball tournament). There was also a series of tennis matches, involving the Aruba-Curacao marines.

As of early this week, leaders in the Softball League were like this: Aruba League, GOB and Pipe Shop,

Esso League, Mechanical Administration and Storehouse, tied for first; Essolito League, Electrical Craft in first, and Lago League, Yard in first.

Out of the original field of 21 teams in the knockout football tournament, only six survived early this week. These teams include Process, Carpenter/Paint, Storehouse, Pipe, Electrical and L.P.D.

The football tournament will end Oct. 3.

The Sport Park is also the scene of many events in the annual Olympiad, and various track competitions. It is operated by Lago through an elected Lago Sport Park Board, which arranges all events.



INTENSE EXCITEMENT plays on the faces of these footballers during a furious moment in the opening game of the knockout tournament. INTENSO EXCITACION ta hunga ariba cara di e futbolistanan aki durante un furioso momento den e wegá di apertura di e torneo di knockout.

WINNERS OF the doubles matches in the naval tennis championship matches, played in the Sport Park, pose with the runners-up. At left are Lt. J. P. Schol and Ens. E. Brouwer, both of H. M. S. Van Speyck, who defeated Major J. V. L. Blom and Capt. J. Lamers, right. Major Blom is commandant at Sabaneta, where Capt. Lamers is assigned. Ens. Brouwer also won the singles title. Other matches were played in Curacao. At left, action in the tournament.

GANADORAN DI e weganan doble den e concursanan naval pa campeonato, hungá na Sport Park, ta posa bunto cu esnan cu a sali segunda. Banda robes ta Lt. J. P. Schol y Ens. E. Brouwer, ambos di HMS Van Speyk, kende a derota Major J. V. L. Blom y Capt. J. Lamers, banda drecbi. Major Blom ta comandante di Sabaneta, unda Capt. Lamers ta asigná. Ens. Brouwer tambe a gana e título pa weganan enkel. Otro weganan a worde hungá na Curacao. Banda robes, accion den e torneo.



A POWERFUL level swing, meeting the ball squarely; not even Ted Williams could do more. This particular swing, taken during the first game of the softball league competition, resulted in a base hit into center field.

UN POTENTO swing, topando e bala net den centro; ni Ted Williams por a baci mebor. E swing particular aki, tumá durante e promer wega di e competicion di softball, a resulta den un base-hit den center field.

SERVICE AWARDS

30-Year Buttons		Clarence C. Waddell Mech.-Field Coord.
Luciano Wever Mech.-Garage		
Thems de Cuba Mech.-Pipe		
20-Year Buttons		David A. Rae Mech.-Pipe
Joseph F. Malcolm TSD-Engineering		Robert V. Dorwart TSD-Engineering
Justus C. Fraser Proc.-Rec. & Ship.		Kenneth W. Hewlett Process-Acid & Edel.
Humbert A. Mezas Proc.-LOF		Charles Henschke Process-Cracking
Juste de Vries Proc.-C&LE		Leon W. Ammann Mechanical
August F. Tjong Proc.-Cracking		Jack H. Watkins TSD-Process
Franklin E. Lienw Proc.-LOF		John B. Opdyke TSD-Engineering
Humbrey E. Linscheer Proc.-LOF		Raymond P. Jackson Marine-Floating Equip.
Sewraj Singh Proc.-Cracking		Oscar M. Lasser TSD-Engineering
Ishmael Hodge Proc.-Acid & Edel.		William L. Curtiss TSD-Process
Walter L. Zichem Proc.-Rec. & Ship.		Arthur Kirtley Marine-Harbor Operations
John A. Rodrigues Proc.-Cracking		Martinus Smit Process-Cracking
Alfred Vieira Proc.-LOF		Paulus Lacle Mech.-Pipe
James A. Singer Proc.-Cracking		Luis Boekbondt Mech.-Pipe
Peter J. Nisbet Proc.-LOF		Nicolas Everon Mech.-Pipe
Thomas H. Johnson Proc.-Cracking		George L. Laveist Mech.-Garage
Pedro G. Brook Accounting		Jan J. R. Beaujon Mech.-Instrument
Salathiel Phillips Lago Police		Hugo G. McGibbon Mech.-Paint
Gusto L. Philips Lago Police		Cornelis Rosario Mech.-Pipe
George C. Granger Marine-Floating Equip.		Eleodoro Pena Mech.-Yard
George R. L. Stollen Marine-Floating Equip.		Leoncio Geerman Mech.-Pipe
Henry P. Moore Marine Floating Equip.		Louis A. Arndell Mech.-Instrument
Martinus A. Reiziger TSD-Engineering		Maximo Rasmijn Mech.-Mason
Edward A. Rankin TSD-Process		Charles E. Landsmark Marine-Floating Equip.
Abdul Kadim TSD-Engineering		Francisco L. Lampe Marine-Floating Equip.
Andrew D. Sjaw-A-Kian Ind. Rel.		Maximo D. Kock Marine Office
Deo G. N. P. de Palm Ind. Rel.		Abram L. Spanner Process-LOF
Winrich T. Ellis Mech.-Boiler		Peter J. Zagers Process-Cracking
Thomas E. Gordon Mech.-Mason		Henry E. Johnson Process-Cracking
Viacento Croes Mech.-Pipe		Ignacio Rasmijn Process-Rec. & Ship.
Maximo Arends Mech.-Garage		Francisco Rasmijn Process-Rec. & Ship.
Cornelis A. Benschop Mech.-Lead-burners		Pablo de Cuba Process-Rec. & Ship.
Harold A. Romney Mech.-Welding		Candido Angela Accounting
Leonardo Kelly Gen. Serv.-Stewards		Casper E. Lacle Ind. Rel.
Abdul Mohid Gen. Serv.-Col. Admin.		Modesto Maduro Medical
Thomas F. X. Kelley Process-Cracking		

Khan A Gana Scholarship Pa Estudia Avanza

Kenrick R. Khan, kende tabata traha den Accounting Department promer cu el a laga compania pa sigui su educacion, a gana un beca pa estudio avanzá na Drew University na New Jersey. Na Juni el a recibí grado di Bachelor of Arts na Lycoming College, Williamsport, Pennsylvania.

Un nativo di British Guiana, Sr. Khan a cuminsa traha cu Lago na

Augustus 1943 y a traha aki te tempo cu el a cuminsa atende colegio di Lycoming na fin di 1954. Tempo cu el a bai el tabata junior cost record clerk.

El tabata activo den circulonan di misa na Aruba, specialmente den Aruba Methodist Church, y el a sigui su interes na Williamsport. Durante e pasado anja escolar el tabata "student associate pastor" y avisador di hubentud na Newberry Methodist Church di Williamsport.

Un candidato completamente cla pa ministro religioso, el lo cuminsa estudio na School di Teologia di Drew otro luna. Mientras el tabata na Aruba el a worde encunashá den esaki door di Sr. y Sra. R. M. Zaner. Sr. Zaner tabata den TSD y Sra. Zaner tabata encargá cu educacion Cristian na Lago Community Church.

Peter L. Granger Gen. Serv.-Dining Hall

10-Year Buttons	
Jules F. Tay Accounting	
Felipe Paula Utilities	
Jaime M. Emerencia Machinist	
Octaviano Orman Yard	
Claire M. Dowling Storehouse	
Wellestey St. G.E.B. Cox Mech.-Admin.	
Luis Geerman Mason	
Celestino Croes Garage	
Dr. Glenn G. Hendrickson Medical	
Epifanio Geerman Engineering	
David A. Rae Pipe	

10-Year Buttons	
Mrs. Cotilde G. U. M. Reyes Medical	
Walter R. Gumbs Medical	
Mrs. Gertrude V. Louis Medical	
George H. Le Bus TSD-Engineering	
Victor E. Pierce TSD-Process	
Forest L. Leighty TSD-Process	
Lorenzo Lamper LOF	
Ysaril Arrindell LOF	
Hedwig G. Barrow Accounting	
Casimiro Yarzagaray Accounting	
Vicente G. Provence Floating Equip.	
Maximiliano Gomes Floating Equip.	
Oswald M. Williams Safety	
Simon A. Martina Mason	
Gilberto V. Rama Machinist	
Felix Lampe Welding	
Ignacio de Cuba Mason	
Hyacintho Tromp Mason	
Nicolaas Franken Mason	
Matheo Dablan Yard	
James L. G. Dossett Paint	
Frederik P. Iervliet Commissary	
Gaston F. Boasman Dining Hall	
Ferdinand C. Peterson Oper. Div.-Crafts	

George a Gradua Di Colegio di Masaje

Everard Cuthbert George, stenographer den Industrial Relations Department, a gradua cu honor di Colegio di Masaje Sueco, segun noticia cu el a recibí di su school na Chicago, Illinois.

Sr. George ta un empleado di Lago cu casi 12 anja di servicio, y a tuma como 18 luna ariha e curso pa correspondencia. Ademas di masaje general científico di curpa, e curso tabata inclui tambe hidroterapia, terapia liber, psicoterapia, sistemanan di come, anatomía y fisiologia.

Harbor Pilots

(Continued from page 4)

he learns the words so he can holler the orders at night. Most of the pilots here speak at least four languages. Mr. Berkhout can give orders and be understood in eight: Dutch, English, Greek, Italian, French, German, Papiamentu and Spanish.

This education takes around a year, depending on the person involved. But in 12 months, most pilots develop a grasp of the work first by watching an experienced pilot at work, and later by taking over small ships and working up slowly to the bigger ones. (To Mr. Berkhout goes the honor of bringing in Lago's largest visitor, the vast Al-Malik Saud Al-Awal, a ship which he handled very well in spite of its enormous bulk.)

The pilot's first duty aboard an incoming ship is to ask the captain if there is sickness aboard, or possibility that anyone is carrying contagious diseases. If not, he brings the ship in. If there is a disease aboard he will contact a doctor to come out.

The water taxis the pilot boats that haul the pilots back and forth, are 33 feet long, made in Holland of mahogany, teak and oak. The pilot's link between this little platform and the ship itself is a shaky ladder, and there is a lot of skill in a carefully-timed leap from the boat to the ladder, and visa versa. That's one of the things Mr. Berkhout has in mind when speaking of the pilot's work, he said. "What a pilot needs is a sense of responsibility; he can't scare too easily. He's got to have guts."

He doesn't have to climb up and down that swaying ladder to prove that he's one of the best.